

What SES needs

Current compromise

Outcome

Performance Review Body (PRB)

- A "new" PRB with enlarged scope and greater competency for action.
- A PRB that is fully independent.
- A PRB that has the power to regulate and enforce reforms on capacity, costs and environment.

Empowered to take decisions without

A regulatory framework the ensures a

any external influence.

implementation.

harmonised approach and

- A "new" PRB with limited scope and which does little to change status quo.
- The "new" PRB cannot evolve.
- States will have more opportunity to influence the PRB and reduce the chance of actual improvements.

An impotent PRB

- Properly resourced, completely independent and competent NSAs.
 Locks in the current limited role and scope of NSAs e.g. in performance planning whilst only partially accepting their independence.
 - Supervisory authorities (NSA and/or PRB) do not have enforcement power.
 - States can determine targets and deviate from these targets as they wish.
 - More complexity for coordination and consultation rather than improving flexibility and speed of adaptation to change.

Limited improvements which overall falls below status quo

National Supervisory Authorities (NSA)





What SES needs?

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Outcome



Principles for Charges

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- The Collaborative Decision Making (CDM) processes result in agreed and binding targets.
- Meaningful consultations with reliable results and clear accountability.
- Ambitious targets.

Failure to ensure commitment to ambitious targets. Enables easier backtracking on agreed and legal targets without consequences. Effective regulatory oversight reduced.

Worse than status quo

Clear definition of the cost base for future charges.

- Charges to be based upon cost efficient service provision: taking into account monopolistic structures.
- Principles for charges to only apply to ANSPs; not used to reduce emission by airlines.

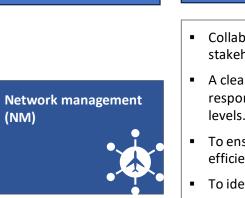
Locks in the current situation for the foreseeable future.

Limits the ability to change and adapt to an evolving Air Traffic Management and aviation environment as well as to new financing requirements.

Modulation of charges or common unit rate will both lead to higher cost and complexity without the desired reduction in emissions.

Worse than status quo





Issue

Environment

What SES Needs

- Collaborative decision-making with stakeholders.
- A clear allocation of roles, responsibilities and accountability at all levels.
- To ensure that airlines can implement efficient flight plans.
- To identify causes for inefficiencies and ensure airlines are accountable only for what they control.

Current compromise

Result

Maintains current situation and removes flexibility.

No actual changes in allocation of roles and responsibilities.

Favours "shortest routes" over efficient trajectories, increasing airline fuel use and emissions.

Worse than status quo

- To focus on increasing ATM system efficiency.
- To ensure that benefits of improved/disruptive technologies can materialize.
- To support airlines and the aviation industry in achieving their ambitious environmental goals.

Introduces a "climate and environment" category without any further definition which creates avoidable complexity and "promotes" inconsistencies.

Provides no incentive for States/ANSPs to collaborate or enhance capacity and reduce delays.

Tries to enforce airline decarbonisation using a regulation designed for ANSPs.

Does not achieve original targets linked to capacity and environment